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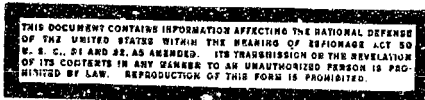
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Gudok.SCORES SHORTCOMINGS IN SOVIET RAILROAD OPERATIONS

BATTLE WITH FREIGHT HANDLING COSTS LAGS -- Gudok, No 141, 2 Dec 49

Measures taken by the party and government to strengthen the transport economy, and the competition among railroad workers to increase accumulations, raise the revenue of the systems, and lower freight-handling costs, have enabled railroad transport to become a profitable branch of the national economy.

During 10 months of 1949 the railroad systems exceeded the plan for freight handling and lowered significantly expenditures of fuel and materials, as a result of which the plan for lowering the cost of freight handling, which was raised by the government, was exceeded by 2.2 percent.

However, during the third quarter a majority of the railroad okrugs, especially the Volga, Donets, and Central Asia okrugs, not only did not reduce but increased the cost of freight handling. This is a result of the fact that the raised indexes for labor productivity and the norms for utilization of rolling stock were not met.

Railroad systems of the Volga Okrug failed to fulfill the plan for volume of freight handling and allowed overexpenditures for labor; organization of train traffic was unsatisfactory; and the locomotive park was increased. The maintenance of excess locomotives on the okrug is costing 200,000 rubles per day. The disorderliness of train operations has reached the point where train workers are idle one fourth of their working time. These ills have become chronic for the Volga Okrug.

SCORES LATE FREIGHT DELIVERY -- Gudok, No 140, 23 Nov 49

The head of the Commercial Service of the Estonian Railroad System states in a letter to Gudok that although the railroad systems must pay fines to clients for late delivery of consignments, the fine system is not serving its purpose, since the systems' administrations pay the fines but fail to assign them to the financial statements of the divisions and stations responsible for the freight delays.

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DARGAVPILS PLANT DOES FAULTY LOCOMOTIVE REPAIR -- Gudok, No 143, 27 Nov 49

After having spent 5 months on capital repair of a Series E locomotive of the Novgorod depot, the Dargavpils Locomotive and Railroad Car Repair Plant returned the locomotive to the Novgorod depot with 150 defects. Repaired for a second time, it was again returned to the depot, but still had more than 60 defects, including leaking piston gaskets and cylinder-blowout valves, worn gaskets in the "zhifarnyy" tubes of both injectors, an improperly fitted smokebox door, axle bearings which heated up, improperly functioning fire grates, a boiler pressure gauge which had not been checked and sealed, uninspected steam distribution mechanism, a missing filtering screen in the Friedman pressure lubricator, and paint which had been put on over oil and soot so that it came off when the locomotive crew tried to clean dust from the walls of the cab and tender.

Major repairs on the locomotive such as installation of a new firebox and boiler tubes were done satisfactorily.

YAROSLAVL' SYSTEM'S PASSENGER SERVICE FAULTY -- Gudok, No 143, 27 Nov 49

The Propaganda and Agitation Department of the Political Administration, Ministry of Transportation, recently discussed the failure of the newspaper Stakhanovets transporta of the Yaroslavl' Railroad System to publish information on shortcomings in the passenger service of the Yaroslavl' System. These shortcomings include frequent failures to meet passenger train schedules, unsatisfactory accommodation of passengers in the Yaroslavl', Aleksandrov, Filino, and other stations and en route, and frequent cases of cars being uncoupled from trains because of hot boxes and other technical failures.

KUYBYSHEV SYSTEM OPERATIONS NEED IMPROVEMENT -- Gudok, No 143, 30 Nov 49

The Kuybyshev Railroad System continues to operate unsatisfactorily. In recent months only 63-68 percent of the assignment for freight-car turnaround has been completed. In October freight-car turnaround time was 6 hours slower than in September, and in November, 8 hours slower than the September figure. Losses resulting from this situation have been tremendous, since failure to deliver freight slows up the turnover of capital. The total value of the freight in standing cars within the limits of the system has increased recently by 150 million rubles.

Analysis shows that the system's reserves are poorly utilized. Regulation of the movement of freight car flow must be put in order, and effective interaction of the large marshalling stations of Kinel', Batraki, Penza, and Ruzayevka, which are located on the main line, must be effected.

Operations through and in these marshalling stations are poor. The stations of Kinel' and Batraki, located at the center of the system, are overloaded, while there is no pressure on the divisions near the edges of the system. Each station works for itself, and there is not, as there should be, a single plan embracing the operations of the system's components.

The system is making poor use of new technology. Only one locomotive equipped for radio communication with dispatchers is being used in shunting operations, while other locomotives having such equipment are used for such things as servicing steaming points and handling ballast. In the Batraki marshalling station, the "difficult" station of the system, there is no radio communication at all between the shunting locomotives and the hump.

Utilization of communications equipment such as teletypes is especially poor, although many stations of the system have been equipped with them.

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An all-system plan for organizational and operational measures to improve operations on the Kuybyshev System should be worked out. This plan should include measures for improving local freight operations, which are at an extremely low level. The transfer of the base depot from Kuybyshev to Kinel' has opened up great possibilities for the organization of high-speed sorting of cars with local freight in the south and north sections of the Kuybyshev station.

ORENBURG SYSTEM FAILS TO MEET SCHEDULES -- Gudok, No 140, 23 Nov 49

During the past 1½ months the Orenburg Railroad System has handled only 22.9 percent of its trains according to schedule. Many locomotive engineers exceeded their running time and lost time en route and in intermediate stations. In October and the first part of November the system had daily up to 300 cases of lateness, 5-7 stops to get up steam and clean boilers, and 3-4 cases of locomotive breakdown en route.

SOME TURKSIB OPERATIONS LAG -- Gudok, No 144, 2 Dec 49

In regard to commercial operations, the Turkistan-Siberian Railroad System is one of the most delinquent. So far in 1949 the system has lost more than 10 million rubles through failure to safeguard freight.

The financial condition of the Turksib worsened during the third quarter and is now cause for serious alarm. Freight-handling costs rose and are now 4.3 percent above the planned figure.

WINTER WEATHER HINDERS KRASNOYARSK SYSTEM -- Gudok, No 144, 2 Dec 49

Cold weather has just begun on the Krasnoyarsk Division of the Krasnoyarsk Railroad System, and 30 locomotive engineers have permitted halts between stopping points, many deviations from schedules, and have caused the system losses of more than 100,000 rubles. Some of these engineers are working for the first time under winter conditions. In Krasnoyarsk, for instance, 42 engineers are handling trains by themselves for the first time under winter conditions, and the depot administration is doing little to prepare them for winter operations. Also, the efficiency of some of the experienced engineers is extremely unsatisfactory.

OMSK SYSTEM SNOWFLOWS LACK RADIOS -- Gudok, No 146, 7 Dec 49

Snow-removal equipment of the Omsk Railroad System has not been furnished with radio equipment, although it has been installed in a large part of the system's road locomotives and switch engines.

The short-wave radio sets installed in the system's road locomotives and switch engines permit communication over a distance of 100-150 kilometers between the locomotives and division administrations, dispatchers, and, if necessary, the head of the railroad system.

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